concert fits between the start and stop times of the trip. The start and stop times of the trip are either specifically designated by the traveler or the system may estimate the initial trip start time and the final stop time based on previous information input by the user. Col. 51 lines 52-56 mentions estimating these times based on user input time and place of departure, optional intermediate stops, a final destination and selected routing parameters. Col. 52 lines 1-3 clarify that this estimation of start and stop times is performed by referring to transportation selections previously made by the traveler using a routing program. The estimation is made using information input by the traveler while iteratively creating a travel plan. Estimating an initial start time and a final stop time of the entire trip does not require calculating the time needed to travel between an intermediate point and a destination.

In the final Office Action, the Examiner points to column 34 line 57 to column 35 of Delorme et al. as disclosing basing queries on sub-structural information such a temporal data. According to the Examiner, this includes selecting car rentals within the constraints already provided by a user such as designating location and appointment time. This section of DeLorme et al. discloses focusing queries, such as car rental requests, on previously provided time frame information. DeLorme et al. do not process the time frame information in order to determine a travel time between points. At most, DeLorme et al. may use the time frame information to, for example, check for car rentals available on the day of an event or around the time of the event. DeLorme et al. do not disclose, at least, determining an arrival time within a vicinity of the destination location that allows time for traveling between the intermediate point and the destination location to ensure arrival at the destination location by the appointment time as required by

independent claims 1, 20, and 39.

Accordingly, <u>DeLorme at al.</u> do not anticipate the present invention as recited in independent claims 1 and 20, and 39 and the rejection of these claims under Section 102 should be withdrawn.

Dependent claims 2-19 and 21-38, and 40-57 are allowable, for at least the reasons given above with respect to independent claims 1, 20 and 39, and the rejection of these claims under section 102 should be withdrawn.

Applicants respectfully request that this Amendment under 37 C.F.R. § 1.116 be entered by the Examiner, placing claims 1-59 in condition for allowance. Applicants submit that the proposed amendment of claim 59 does not raise new issues or necessitate the undertaking of any additional search of the art by the Examiner, since all of the elements and their relationships claimed were either earlier claimed or inherent in the claims as examined. Therefore, this Amendment should allow for immediate action by the Examiner.

Finally, Applicants submit that the entry of the amendment would place the application in better form for appeal, should the Examiner dispute the patentability of the pending claims.

In view of the foregoing amendments and remarks, Applicants respectfully request the reconsideration and reexamination of this application and the timely allowance of the pending claims.

If there are any fees due in connection with the filing of this response, please charge the fees to our Deposit Account No. 06-0916. If a fee is required for an extension of time under 37 C.F.R. 1.136 not accounted for above, such an extension is

requested and the fee should also be charged to our Deposit Account.

Respectfully submitted,

FINNEGAN, HENDERSON, FARABOW, GARRETT & DUNNER, L.L.P.

By: _____
David W. Hill
Reg. No. 28,220

Dated: April 18, 2001

Appendix

59. (Twice Amended) A memory for access by a computational entity being executed by a processor including:

a travel goal subsystem for receiving a travel goal including a destination location and appointment time;

a transportation subsystem having instructions to select modes and times of transportation based on the travel goal;

a hotel subsystem having instructions to select hotels in a vicinity of a destination site;

activity and restaurant subsystem having instructions to select activities or restaurants near a destination site; and

ground transportation subsystem having instructions to [select] recommend one or more modes of ground transportation to a destination site.